



THE SOUTHERN CROSS JOURNAL

NEWSLETTER OF THE SOUTHERN CROSS GLIDING CLUB
P.O.BOX 132, CAMDEN N.S.W.

www.southerncrossgliding.org

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SEPTEMBER – OCTOBER 2001

The Camden Airshow:

The airshow will be held on 4th November. The club will be displaying our aircraft, and volunteers will be needed to help with setting up the display, keeping a watchful eye on the gliders, and answering questions. We hope that the publicity gained will help to encourage new members. If you are able to help, please contact Jason Armistead – tel. 4647 5904.

THE PRESIDENT'S THERMAL

We now have a second Astir on line for a six-month trial. This will help us gauge the need in this area. The charging for this aircraft is the same as for all others, ie bulk flying applies to it.

The AGM was held on the 15th September. Two special motions that brought the membership rules in line with current practice were passed. The new Committee will be listed elsewhere in the journal. It consists of most of the previous committee with a leavening of new members. I thank all those who have taken office and we will all get on with running the Club. If you have an idea or a problem, don't sit on it, contact a Committee member.

The Instructors' Panel recommends that pilots who are pre-solo should look up the Instructors' roster, which can be found on the web site or in the pie-cart, and pick two or at most three instructors and try to arrange your flying to coincide with these instructors. You should also request one instructor, (not the CFI), to be a sounding board or contact, to be able to discuss your progress. Post-solo pilots would be better served by working with more instructors as they go through the post solo syllabus to Silver Badge standard. We hope in the foreseeable future to set up a cross-country training program for post Silver Badge pilots.

There is the Christmas Camp coming up and as usual the Expeditions Officer Don Palmer would like to have you intentions as soon as possible to assist in organising it. The job of Expeditions Officer still is not easy, but could be made easier if members would plan ahead. The ridge camp in August was a great success.

A reminder, there will be an Airshow at Camden on the 4th November 2001. It is Called "Camden Airshow for the Kids" as the proceeds will go to children's charities. There will be no club flying on that day, but we will contribute to the flying display and be exhibiting our aircraft. We will be looking for assistance in manning our display.

Finally, I am still receiving report of instances where people are left unattended when they come to the Piecart, or worse, not treated politely. Any such discourtesy *must* stop immediately. It is from these visitors that we will secure future members, either themselves or by recommendation to others, *if* they are welcomed and treated courteously.

Michael Bow

The Committee for 2001/2002

PRESIDENT	Michael BOW	9873 6285
VICE PRESIDENT	Derek RUDDOCK	9487 3752
SECRETARY	Peter CHAPMAN	9979 1125
TREASURER	Eddie KROPKOWSKI	9712 7419
CFI	Clive POTTER	9634 6186
AIRCRAFT MAINTENANCE OFFICER	Peter CHEGWIDDEN	9631 2737
GROUND EQUIPMENT OFFICER	Dave CALLAHAN	9482 8882
TUG MASTER	John DALL	
MEMBERSHIP SECRETARY	Jason ARMISTEAD	4647 5904
OPERATIONS OFFICER	Bill NIXON	9674 2771
EXPEDITIONS OFFICER	Don PALMER	4653 1146
JOURNAL EDITOR	Woody WOODTHORPE	4751 2796
ELECTED FLYING MEMBER 1	Richard SOLOMON	4683 1426
ELECTED FLYING MEMBER 2	Jay ANDERSON	9810 6279
PUBLICITY OFFICER	Richard SHEMTOB	9954 0244
SOCIAL SECRETARY	Cecile RICKARD	9636 4120
ALTERNATE NSWGA DELEGATE	Frank CROWE	4626 8165
CERTIFICATES OFFICER	Dave BOULTER	9719 8692

Welcome to new members:

Welcome to Ron Barney, William Pain, Vic Pember, Alvin Vink and John Riedl.

Achievements:

Several members have made their first solo flights recently, including Kevin Wilson, Richard Neale, Gary Thompson, and Grant Dyer. Congratulations all round!

Also:

Mark Edwards has graduated to the Junior.

Hugh Sparrow and John Jurotte have converted to the Astir, and John flew WVN for 3 hours 20 minutes on 10th October.

Jay Anderson has moved on to the Jantar and had two flights each of an hour and half on 10th October, and Jason Armistead is also now among the ranks of the Jantar pilots and is also passenger rated.

Certificates:

A Certificate: Malcolm Hughes and John Jurotte.

B Certificate: Zoran Tomasevic

C Certificate: Shingo Fukukawa, John Nelson, Peter Boudik, Ross Hindmarsh and Trevor Firth.

A,B,C Certificates: Jason Armistead

It's quite possible that as I've been away for a couple of months I might have missed some notable achievements that should have been recorded. So, if you've made a first solo or some other spectacular flight, please let me know and I'll include it in the next issue. [It might be useful to show your wife, to prove that you really were gliding, and not out with some floozy on the day in question].

SAFETY MATTERS:

Safety for visitors:

We all know, when going on foot to retrieve a glider we must walk outside the runway boundary cones until we are 'level' with the glider. Then, only after checking that there are no aircraft on approach, cross the runway at right angles. But visitors can't be expected to know this, and if we see anyone starting to cross diagonally we should stop them immediately. In fact, when someone is having an Air Experience flight, we should ensure that any friends who have come to watch are given a safety briefing on arrival. They should be warned about the need to keep well clear of tug propellers. Also that they must not wander onto the runway and in particular must not cross the runway to the glider after it has landed. If they have children with them the need to keep them under control must be stressed and, of course, no animals must be allowed on the airfield.

Tractor operations:

Reminder to tractor drivers: If the tower is in operation we must obtain clearance to enter the runway to retrieve a landed glider.

Reminders for our newer members:

Break-off Point:

Make a conscious 'break-off' decision on every flight then manoeuvre the glider to commence a circuit. Ignore thermals from this point on. Then; check the wind-sock, drift, and pie-cart position for the preferred runway. Maintain your look-out for other traffic, and to ensure that you have a clear area for landing. Also maintain your listening watch. Decide on your circuit speed for the conditions prevailing.

FUST:

Don't delay your FUST check while waiting for a break in radio traffic so that you can make your downwind call. The FUST check is more important. (Order of priority: Aviate, Navigate, Communicate).

Radio calls:

Keep them concise. Dispense with "Camden Ground" prefix when the radio is busy. A simple "Glider Alpha Bravo Charlie downwind for glider Two Eight" is acceptable.

SOUTHERN CROSS GLIDING CLUB DIARY 2001/2002

Saturday 17 th November	7.30	BBQ and GFA Safety Seminar
Saturday 24 TH November	7:30	BBQ and summer soaring season briefing
25 th November to 1 st December		Narromine Cup Week
1 st to 7 th December		Scots College students in training.
Saturday 8 th December	7:30	Club BBQ and Xmas party at the Clubhouse – Contact Cecile Rickard

26 th December to 11 th January		Xmas Camp at Narromine (3 rd week at Forbes if reqd). - Contact Don Palmer
31 st December to 11 th January		National Club and 2 Seater competition at Temora.
Saturday 17 th February	7:30	General Club Meeting to discuss Club progress.
18 th to 21 st March		Club member's training week.
29 th March to 1 st April		Easter camp – venue to be advised
Saturday 15 th June	7:30	BBQ and Presentation Night.
August		Wave and Ridge soaring camps.
Saturday 15 th September	7:30	BBQ and AGM.

Note: The Club Members training week in March will (subject to sufficient interest) be for a maximum of six members. The aim being to provide intensive training for pre solo pilots.

An interview with Ian Turk:

Ian Turk, former President of Southern Cross Gliding Club, recently sent me some information about his introduction to gliding in England, and about the early days at Camden after he arrived in Australia. I was able to elicit some further information from him, which I have incorporated in the following article, hence the title. Ian's article contains some interesting bits of club history. –Ed.

EARLY FLYING:

I joined the club in 1958, that is 43 years ago, and that would make me 33 at the time. I started gliding with ATC in England back in 1941, and had a few ground slides in a primary glider. For those who haven't seen one, this consisted of a wing, a seat placed out in the fresh air in front, and with a flimsy looking structure which held the tail in place behind. There was no wheel; just a skid. The glider was towed by a car, so that you got the idea of using the ailerons and elevators, without actually getting off the ground. I subsequently joined the RAF, ultimately flying Lancasters, getting onto operations fairly late in the war and flying only a few raids. My operational flying terminated with food drops over the low countries.

After the end of the war I did a fair amount of gliding in Germany with the BAFO (British Air Force of Occupation) and on my release from the RAF, I went to London University. After graduation the family moved to Manchester, where I became a Gliding Instructor with 186 Squadron, Air Training Corps Gliding school at Woodford, (the home of the Vulcan bombers), flying Slingsby T31's which were the standard ATC glider at the time. This was a two-seat open cockpit, tandem machine with a best L/D of 18.5:1 and a Vne of 70 knots. Not exactly a scintillating performance.

Both, in Germany and at Woodford winch drivers and cable retrieve crews were provided. In Germany, local staff were paid for winch duties and in the ATC there were always a group of trainee cadets for winch driving and retrieving in return for the odd free launch.

CLUB MEMORIES:

With a fair bit of instructing behind me I was not exactly a novice, on arrival in Australia. When I first turned up at Camden in Spring 1958, it was a bit of a shock to find how many people were needed to get one pilot into the air.

Werner Geisler was the instructor in charge that day, and we operated one winch, from the 24 end of the strip. We were the only 'live' things on the aerodrome, although from memory there might have been the odd Tiger Moth playing on the grass. Any power flying was kept well away from the winch cable and life was slow and peaceful, with little gliding and many cable breaks. A day might have gone as follows: George Detto, who lived in Camden, was there first and opened half a hangar door. The rest of us would be on site by about 8.30. We got the hangar opened up and took out the Shortwing Kukaburra, and the Grunau Baby or the Kingfisher, whichever was serviceable and while the aircraft was being DI'd, the winch was towed to the appropriate end of the strip. We then started by laying out, checking, and repairing the cable where needed. This would take about an hour.

George Detto was then, and for many years afterwards, the mainstay of the club because of his superb skills in maintenance, and glider repair (frequently needed). George, with justifiable pride, wore his Silver C earned in Germany. The club would not have survived in those days without him.

We occasionally got going by about 11. With about 12 people on the field on a good day we might, between foul ups, have got 12 to 15 ten-minute (if we were lucky) launches, so we could normally reckon on about one flight each.

I leave you to work out the cost per flying hour and don't forget to include annual membership, petrol and car costs. Although things improved later with multiple winches, Gliding at that time required real enthusiasm and a fairly deep pocket.

There were many memorable days during the early life of the club. For instance when wives and girl friends went sunbathing without bras near the river, most of the landings on 06 were very short! There was the day when with three winches (one was Concordia's) we made over a hundred launches. I also remember our first Easter camp at Forbes, which deserves its own place in club history, particularly the unisex accommodation provided in the Forbes Scouts' hall. Then there was our 'almost purchase' of Cliff Malam's strip on the Razorback, which was foiled by the Whitlam government. All this, perhaps, at another time. Looking at the club membership list I see that there are still a few members who will recall these early days.

The main problem in our early flying days came when the DCA (Department of Civil Aviation) put a controller in the tower at Camden. This was about 1962. Their task, and ours, was to keep the runway clear of obstructions. The controller, (I think his name was Bob) really had a difficult job, with cables from up to 3 winches and gliders, with cars parked by the side of the strip or retrieving gliders, and with people pushing gliders all over the place. He operated from a little tower near the northern end of the 06 strip. Once the aerodrome was controlled we had to collect two-way radios from the tower before the days flying. Gliding was stopped if there was any powered aircraft downwind for the duty runway.

The DCA very quickly came to the conclusion that "*Gliding and Power Flying do not mix*" and gave us notice to leave Camden. We disregarded this threat but realize that with having to stop winch operations frequently we would have to start aero-towing. In the end this turned out to be more cost effective and much more satisfactory for our members.

The DCA offered us a site at Bargo. We discussed this with the Department, and Roger Woods as President, and I as Vice President, visited the "disaster area" proposed. The site had a main road across the strip, there was a gully to one side and virgin bush all the way round. Fortunately we somehow we seemed to get extensions of the notice, mainly due to Roger's efforts with Arthur Doubleday, who was NSW Director of DCA at the time. For those who didn't know Roger, he was a key figure in gliding not only in our club, but at a national level until his sad and untimely death just a few years ago. The club's hangar, completed shortly after his death, was dedicated to Roger's memory.

By 1964 we did a lot of aerotowing. Except for myself we had no club members who were qualified tugpilots, but we didn't have much trouble recruiting people with Commercial licences (then required) who wanted to get their hours up. Trevor Kyles, one of our wealthy members, bought an Auster which he leased to us. This was a wonderful gesture, but the Auster wasn't a wonderful tug. Taking off on 06, towing a two

seater, and with little wind was somewhat hairy as the climb rate of the combination was only just about equal to the uphill slope at the northern end. Nevertheless, we gratefully used the Auster until we bought a Super Cub in 1966. This revolutionized club operations, and our improved finances allowed Roger and I to persuade the club to purchase a second new Cub a year later. However, despite now having a 100% aerotow operation the DCA would not withdraw the notice for us to leave Camden. Bob, the Controller still had a mindset against gliding and power on the same airfield, (and who could blame him), and he passed this view on to DCA.

Then in about 1970 Miro Vitek took over as Controller. Miro was a Czech, as I was, so it seemed obvious for me, a fellow ex-Czech and at the time the club President, to invite Miro to come and glide with us. The rest, as they say, is history. Miro organised a new layout for Camden aerodrome and persuaded the powers that be to accept it. We became the first Club in Australia to where gliders and power shared the same field, and the very clear success of this arrangement is a measure of the cooperation and tolerance of all concerned. We learnt to stick to regulations and everybody was understanding on the very few occasions when something went wrong.

I would submit that it is absolutely vital for the Controllers to become involved in our activities. Not only can we learn from them, particularly the newer pilots, but the Controllers will realise that we all have the same objectives and are part of the same team. I would invite the new Controller(s) to become temporary honorary member(s) as Miro did. They will soon get enthusiastic about our wonderful sport. It created a great deal of confidence in the Department, when Miro after his shift as Controller and Manager Camden, flew with, and subsequently instructed with us.

Ian Turk. (Ex President, Hon Life Member)

Some things to ponder on:

The Sept./Oct. Quiz

1. The airspeed indicators (ASIs) in our gliders are calibrated in knots. What exactly is a knot?
2. Suppose you are flying in still air at 50 knots and the variometer is showing a steady 2 down. What, approximately, is the glide ratio that you are achieving?
3. Suppose that you were flying at 50 knots into a ten knot head wind, and with 2 down on the vario. What would your approximate glide ratio over the ground be?
4. What visual indicators are there at Camden to show that our grass strips are for gliding operations?
5. You've made a fast run in the IS28, clocking 85 knots on the ASI. To your horror, when you carry out your pre landing FUST check you find that the gear is down and the flap is in the take-off position. Clearly you forgot to do your FUST checks after release. Is there any possibility that you've damaged the undercarriage or the flaps as a result of travelling at speed?
6. You are scratching around two-up in the IS 28, trying to stay airborne in very weak thermal conditions, so you decide to circle at min. sink speed. But what is min.sink speed for the IS 28?

Answers to the quiz:

1. A knot is one nautical mile per hour, and nautical mile is one minute of latitude (i.e. one sixtieth of a degree). In Imperial units a nautical mile is 6080 feet.
2. Our varios are normally calibrated in knots, so the glide ratio (ignoring instrument errors) is 50/2 i.e. 25 to one. Note: It is normal for vertical speed indicators in powered aircraft to be calibrated in hundreds of feet per minute. A hundred feet per minute is 6000 feet per hour so for all practical purposes a hundred feet per minute is one knot.
3. With 50 knots airspeed and 10 knots head wind, the speed over the ground is 40 knots. With 2 knots down, the glide ratio achieved becomes 40/2, 20 to one.
4. The double cross marking at the end of our strip indicates gliding operations. (See the chart symbols on the Visual terminal Chart in the pie cart)

5. No damage should have occurred. The max. speed with the first and second stages of flap is 97 knots, and the max. speed with undercarriage extended is 124 knots, i.e. the same as Vne. **But note,** with full flap the max. speed is **70 knots**.
6. The manual gives min. sink speed solo as 43 knots and dual as 46 knots. From the IS 28's polar it is apparent that sink rate doesn't change by more than a few feet per minute if you fly at 5 knots above min. sink speed. Of course the turn radius will increase somewhat at the higher speed.

The Microair Radio:

You've probably all seen the new Microair radio in ZAY, and you may have wondered how it is operated. Well, Derek Ruddock has extracted that relevant sections from the manual, and a copy will be posted in the pie cart. However, all that most of us need to know is that the radio has been set up with the frequencies for Camden ATIS, Ground, the Tower & MBZ, and we can scroll through these frequencies with the switch on the radio or by pressing the red button on the rear instrument panel.

The Gloucester Camp:

The camp was a great success, and the presence of our members was obviously appreciated, as indicated by the following e-mail.

Date: Tue, 28 Aug 2001 11:20:33 +1000
From: Lydia Merrill <merrylyd@bigpond.com>
Subject: Gloucester Gliding
To: camdengliding@mail.com

I wish to let you all know that the representatives of your Club were a great asset to the Gloucester Camp that was organised by Central Coast Soaring (Dennis Meyer).

This was the first "Camp" I had attended and my first opportunity to meet the Southern Cross members. Their sportsmanship, enthusiasm and dedication to gliding at Gloucester and in general was a joy to behold.

This continued on a social level the "Southern Cross Boys" were entertaining dinner companions not only relating "gliding stories of the day" but also keeping us amused with many other interesting topics.

I want to pass on my personal thanks for a great week with your members and I will be passing on my feelings to our other Central Coast members. I have learned that you have a K13 within your fleet a glider which I first tried out at Bathurst and I felt it suited me perfectly, so I am anxious to fly the K13 as well as to continue friendships. Peter and I will be at Camden as soon as we get a free Saturday or Sunday.

Once again please pass on my thanks to all the "Gloucester" participants and see you all soon.

Lydia Merrill
(Winner of the prestigious "Camp Character Award").

Visit to UK Clubs:

By Woody Woodthorpe

I recently returned from a holiday in the UK, which explains why this issue of the Journal is late. While there I took the opportunity to drop in on three gliding clubs, just to have a look at their operations.

I'd like to have had the chance to fly, but unfortunately time didn't permit.

Booker, just outside High Wycombe, to the west of London is a very large club with a fleet of thirteen gliders and five tugs. The gliders include a Duo Discus, a K21 and two Discus'. There is also a long line of trailers with privately owned gliders. The club's 'pie cart' is a double deck bus, the lower deck of which houses tow ropes, and lockers for parachutes and other equipment. The upper deck retains the bus seats, but they have been rearranged to be in groups facing each other, for ease of conversation. There are also a couple of map tables with seats either side. The bus provides a good lookout over the field, and plenty of accommodation to escape the inevitable cold or wet English days. Glider retrieving is carried out using a couple of golf buggies.

The Booker airfield is also home to the British Airways Flying Club, the Wycombe Air Centre (which is a very large training establishment, a helicopter school, and Personal Plane Services, which operates and maintains a number of vintage aircraft and warbirds. There is a control tower for the powered aircraft, but oddly no radio requirement for the gliders. I discussed this with one of the gliding instructors who said that they consider that with good airmanship, lookout and discipline glider pilots don't require radios in the circuit, though all the club aircraft have radios for cross country flying. Powered aircraft, he commented, are faster, much more variable in performance, require longer landing runs, and have less visibility – hence the need for radio communication.

On the day I went to Lasham there was a bitterly cold wind blowing, but there was still a queue of gliders at the launch point. Lasham is the home of the Lasham Gliding Society and the Surrey and Hants Club. The former only does training to solo standard, and the latter is a solo only club. LGS has a fleet of 9 K13s, a Duo Discus and a Twin Astir. S&H Club has eleven single seaters including a Ventus, three Discus and a DG 300. Both winch and aero-towing are employed. The winch is instructed by radio signals from the launch point.

Although no normal power flying takes place at Lasham it is an airline maintenance base, so you have the unusual sight of a line of Airbuses on one side of the field. I flew here for a couple of weeks in 1962, and from time to time gliding would be suspended while a Dan-Air Comet landed or took off. The same procedure obviously still applies.

The last club I visited was the London Gliding Club at Dunstable. Another rather cold and dismal day but they were still pressing on with training flights even though cloud base was only about a thousand feet above ground level. The club which was founded in 1930, is one of the oldest in the world. They too have both winch and aerotow launching. Their equivalent of our pie cart has a small raised control tower at one end. Although normal launch signals are given by the wing runners, the actual instructions to the winch driver or the tuggie are given by radio from the 'control tower'. This seems to make sense as the tower has a better all round view than the wing runners.

Well, it would have been nice to have flown at one or other site, but perhaps I'll be able to arrange that on my next trip.

I wasn't the only one to visit other clubs while on holiday..... Jim Kent did too:-

Gliding on tour:

by Jim Kent

Retirement brings forth the possibility of touring Australia by road. My wife and I set out from Sydney on ANZAC day taking the counter clockwise direction around the country. All this was good news, the bad was that I had to forgo the weekly trip to Camden for a flight. Also missed out on the annual wave camp. Naturally I marked out on our touring map all of the gliding clubs around the country that I could take advantage of during our travels. Proved to be a little more difficult than I thought, between timing and weather, all of Queensland's clubs were not available to me.

Next place would be in Bachelor some 80 kms south of Darwin. Contacted Graham White only to be told that the club was " in temporary recess". Nice try but no cigar. Along the road was Newman and there is a club registered there with Don McIver's name given as the fellow to contact. Unfortunately the phone number has not belonged to Don for over two years and the person who answered told me that " I was the 500th person to phone for Don" !! Again close but no cigar. Next place on my list was the Morawa Gliding Club in Morawa in central W.A. Phoned Dick Sasse, the CFI, and made arrangements to fly on the following Sunday. He also suggested that we park our van at the club house. The club has a Blanik (GZX) and an Astir CS (WQI) and uses winch launching. All worked out well and the Sunday started with clear skies and little or no wind. By the time that the winch driver arrived at around 11.00am the wind picked up to about 15 knots and the sky clouded over. However we set about putting out the winch so I assumed that this kind of weather was OK by local standards. Unfortunately by the time that the instructor arrived, the weather had deteriorated with increase in wind velocity and 100% cloud cover followed by rain. All decided to forget the flying for the day. I thought that I had missed out again. But I did not allow for the generosity of the local team who promptly told me that "the front would pass and that Monday morning would be perfect for flying". They re-arranged their busy schedule to suit this condition.

Promptly at 8.30am the next morning the crew arrived and we set about preparing the plane and the winch, and the flying began. Dick Sasse had discussed the gentle art of taking off from the winch the day before and with some last minute instruction on signals and other safety information about flying at Morawa we took off for the first flight with Dick at the controls.

To cut a short story even shorter, 7 flights later, the last two with me going solo I was given the OK for winch launching. By the time the last flight took place, there was some thermal activity so I managed to climb about 500 feet above the launch height of 1,500'. This was so that I could say that I had "soared in Morawa".

And all of this when I thought that if I managed to get in a flight or two on the winch, then I would have at least left feeling that I had achieved something. So I paid my \$48 (8 X \$4 for launching and \$16 for the 28 minutes flying time), shook hands all around and thanked Tony Valentine for his effort as the winch driver, Johnette Sasse for her cable handling and of course Dick for his instruction. Then we took off for places toward Perth.

In summary, I can thoroughly recommend the Morawa Gliding Club for a place to go soaring for traveling pilots. As an aside to Dennis Mathews, Dick Sasse flew Spitfires and B24 Liberators during WWII over Darwin and other places in the north of Australasia and only took up gliding 20 years ago